

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY	Hungary	REPORT	
SUBJECT	Tank Repair Shop at Kobanya-Budapest	DATE DISTR.	28 September 1954
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This is UNEVALUATED

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
 THE APPRAISAL OF CONTENT IS TENTATIVE.
 (FOR KEY SEE REVERSE)

1. A tank repair shop lies between the branch of the Budapest East Railroad Station-Main Line, which leads to Kelenföld, and the line leading to the Rákos Shunting Station in the Kőbánya district of Budapest.
2. The repair shop employs about 120 to 160 workers; 30 percent are skilled workers, 40 percent semi-skilled and 30 percent unskilled laborers. The shop operates in one shift from 0700 hours to 1600 hours, with an hour off at noon.
3. The enterprise is under the operation of the War Technical Institute of the Hungarian Ministry of Defense. Only military personnel are employed. Civilians who wish to enter the shop need special permits from the Ministry of Defense. Director and technical chief of the enterprise is First Lt. of the General Staff Kovács (fmu).
4. Power is brought in by lines laid under the southern sidewalk of Kőbányai Street. The power lines branch off at the corner of Kőbányai Street and Horog Street. The current is transformed in the transformer installation on the premises of the shop. There are no special power installations in the shop.
5. The repair shop handles tanks exclusively. Rail transports, containing 15-20 tanks arrive every third month. These transports are shunted onto the industrial siding of the repair shop and are unloaded. Since the tanks bear Russian markings and since the transit certificate of the railroad station in Záhony can be seen on the railroad cars, it may be assumed that the tanks come from the USSR. All of the tanks arriving at the repair shop have been of the T34 type; an estimated fifty percent were of the older type and the others were of the newer model.
6. Most of tank engines were in poor condition, needing major overhauling. Battle inflicted damages were not apparent on the tanks. The engines were dismantled and shipped via trucks to the Mátyás Rákosi Works, where they were repaired. While the engines were being repaired the tanks were repaired, painted and finally the Hungarian national insignia was affixed to them. After the engines have been reinstalled into the tanks, the tanks were shipped to an unknown destination. Prior

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(NOTE: Washington distribution indicated by "X"; Field distribution by "#")

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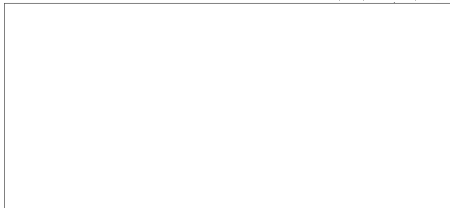
to the shipping of the tanks, they were inspected by a commission consisting of representatives of the Ministry of Defense and the Military Technical Institute.

7. The repair yard is surrounded by a two-meter-high wooden fence. Wood piles, about 2.5 and 3 m. high, are located about 2 m. behind the fence. Between the woodpiles and the fence are the AVH guard posts. These posts are spaced about 50 m. apart. The guard unit consists of a noncommissioned officer and 20 m.

Legend to the enclosed sketch of the tank repair shop at Kőbánya-Budapest.

1. Gate, guard.
2. Offices, a one-floor stone structure, 20 x 10 m.
3. Assembly and paint shop; wooden barrack, 80 x 30 m.
4. Assembly and paint shop; wooden barrack, 100 x 30 m.
5. Mechanics', carpenters', welders', forge, and iron-turning shops.
6. Transformer installation.
7. Woodpile. [Not indicated in the sketch]
8. Woodpile.
9. Woodpile.
10. Railroad end-ramp.
11. Railroad end-ramp.

Annex: Sketch of the tank repair shop at Kőbánya. (1 page)

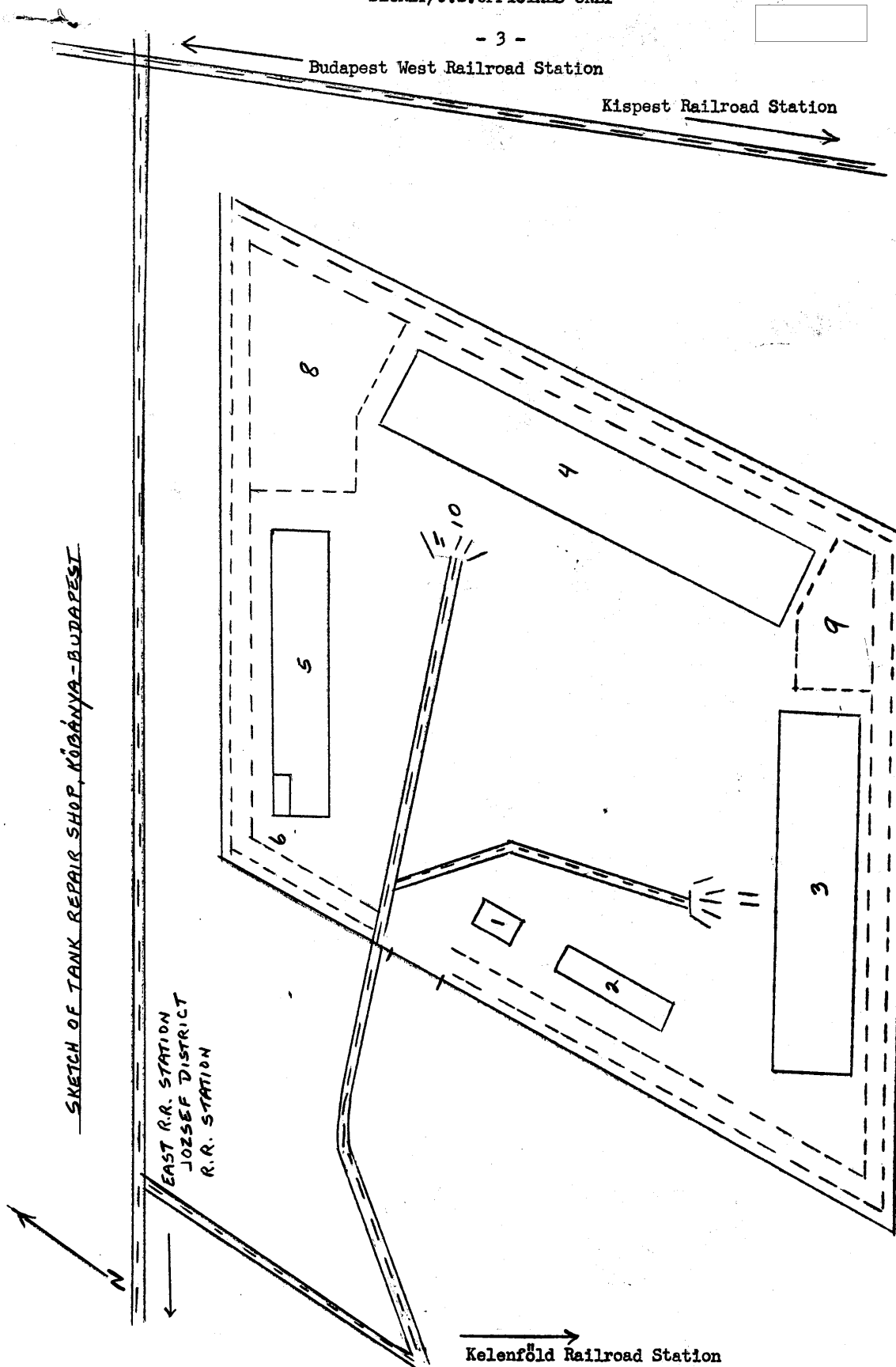


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